



ILLINOIS DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS

U.S. ROUTE 20 (FAP 301)  
GALENA TO FREEPORT  
SOCIOECONOMICS  
JO DAVIESS AND STEPHENSON COUNTIES  
DRAFT ENVIRONMENTAL IMPACT ASSESSMENT  
SUMMARY OF FINDINGS  
TABLE S-1

Alternates Galena to Freeport																	
	Length (Miles)		Right-of-Way	Residential Displacements (No. of Residential Structures) (1)		Commercial Buildings Displacements	Fiscal Economics		Access Changes for Farms			Access Changes for Non-Farm Residences			Roadway Access Changes		
	Mainline	Crossroads					Local Tax Revenue Loss in 1997 Dollars (2)	Regional Economic Impact (\$ in Millions) (3)	Moderate Access Inconvenience **	Severe Access Inconvenience**	Total Farms Affected	Moderate Access Inconvenience **	Severe Access Inconvenience**	Total Residences Affected	Roadway Relocations	Roadway Closures	Total Roadway Changes
	KM (Miles)	KM (Miles)		Hectares (Acres)	Non-Farm		Farm										
1 Longhollow Freeway w/ North Simmons Mound Alternate	77 (48)	34 (21)	1,121 (2,770)	9	25	3	A = 39,652 B = 17,655 C = 57,308	A = 579.8 B = 283.8 C = 6,886 D = 123.3	5	9	14	0	1	1	6	4	10
2 Longhollow Freeway w/ South Simmons Mound Alternate +	80 (50)	34 (21)	1,127 (2,785)	9	25	3	A = 41,444 B = 20,862 C = 62,306	A = 577.4 B = 282.6 C = 6,857 D = 122.8	5	9	14	0	1	1	7	4	11
3 Irish Hollow Freeway w/ North Simmons Mound Alternate	81 (50)	35 (22)	1,198 (2,959)	11	23	3	A = 50,723 B = 18,898 C = 69,621	A = 620.6 B = 303.7 C = 7,371 D = 132.0	6	13	19	0	2	2	6	6-8*	12-14*
4 Irish Hollow Freeway w/ South Simmons Mound Alternate	84 (52)	35 (22)	1,204 (2,974)	11	23	3	A = 47,432 B = 18,904 C = 66,336	A = 618.2 B = 302.5 C = 7,342 D = 131.5	6	13	19	0	2	2	7	6-8*	13-15*
5 Irish Hollow Tunnel Freeway w/ North Simmons Mound Alt.	80 (50)	34 (21)	1,179 (2,914)	10	21	3	A = 48,289 B = 19,175 C = 67,464	A = 632.7 B = 309.6 C = 7,514 D = 134.5	6	12	18	0	1	1	6	6-8*	12-14*
6 Irish Hollow Tunnel Freeway w/ South Simmons Mound Alt.	83 (52)	34 (21)	1,186 (2,930)	10	21	3	A = 45,429 B = 19,179 C = 64,608	A = 630.3 B = 308.4 C = 7,485 D = 134.0	6	12	18	0	1	1	7	6-8*	13-15*
7 Upper Irish Hollow Freeway w/ North Simmons Mound Alt.	78 (49)	37 (23)	1,158 (2,862)	11	23	3	A = 50,723 B = 18,898 C = 69,621	A = 611.0 B = 299.0 C = 7,256 D = 129.9	6	13	19	0	2	2	6	6-8*	12-14*
8 Upper Irish Hollow Tunnel Freeway w/ N. Simmons Mound Alt.	78 (48)	34 (21)	1,140 (2,817)	10	21	3	A = 48,289 B = 19,175 C = 67,464	A = 623.0 B = 304.9 C = 7,399 D = 132.5	6	12	18	0	1	1	6	6-8*	12-14*
9 Upper Irish Hollow Freeway w/ South Simmons Mound Alt	81 (51)	37 (23)	1,164 (2,877)	11	23	3	A = 47,432 B = 18,904 C = 66,336	A = 608.6 B = 297.8 C = 7,227 D = 129.4	6	13	19	0	2	2	7	6-8*	13-15*
10 Upper Irish Hollow Tunnel Freeway w/ S. Simmons Mound Alt.	81 (50)	34 (21)	1,146 (2,832)	10	21	3	A = 45,429 B = 19,179 C = 64,608	A = 620.6 B = 303.7 C = 7,370 D = 132.0	6	12	18	0	1	1	7	6-8*	13-15*
11 Expressway South Eleroy Alternate	77 (48)	39 (24)	1,113 (2,749)	30	34	6	A = 58,646 B = 48,485 C = 107,131	A = 451.5 B = 221.2 C = 5,362 D = 96.0	20	42	62	17	6	23	12	17	29
12 Expressway North Eleroy Alternate	76 (47)	40 (25)	1,097 (2,710)	28	25	5	A = 58,537 B = 45,766 C = 104,303	A = 475.1 B = 232.5 C = 5,643 D = 101.0	18	32	50	17	3	20	12	12	24

LEGEND:

= Least Impact

= Greatest Impact

\* Preferred Alternate is highlighted.

NOTES:

(1) Only one residence is counted per farmstead.

(2) Loss of tax revenues in 1997 dollars due to ROW acquisition. A - Sub-Total, Joe Daviess County; B - Sub-Total, Stephenson County; C - Total Two-County Area.

(3) A - Total Construction Budget (Assume No Property Acquisition/80 Percent Materials and 20 percent Labor); B - Total Local Sales in the Two-County Area Due to Construction Labor Spending and Material Purchases; Generated by Project Construction, Purchases, and Labor Expenditures in the Two-County Area; C - Local Employment in Two-County Area; D - Income Generated from Construction Labor, Regional Material Purchases, and Labor Expenditures in the Two-County Area.

\* The larger number would be associated only with the Upper Irish Hollow Alternates (7-10).

\*\* Definitions of Access Impact Types

- Moderate Access Inconvenience
- Severe Access Interference
- Relocation of driveway entrance to public road system; or,

- Increase of driving distance to U.S. Route 20 of < 1/2 mile.
- New driveway in entirely different location;

- U-turn necessary for full access to U.S. Route 20;

- Residence area surrounded by roads; or

- Increase of driving distance to U.S. Route 20 of > 1/2 mile.